# CLBARING AWAY THE DEBRIS.

Charleston Endeavoring to Restore Order Out of the Cyclone's Chaes.

## FURTHER REPORTS OF DAMAGE DONE.

Many Ships Wrecked While Others Are Long Over Due\_Millions of Dollars of Damage Done-Lives Lost.

CHARLESTON, S. C., August, 30.-The cyclone is ended; the city has started to replace damages while yet shut off from communications from the outer world. The sight presented yesterday was a familiar one to people of this city-a city almost in ruins, the streets and thoroughfares strewn with debris from the roofs of stores and dwellings, the roadways blocked up by the hundreds of giant trees uprooted from the earth, side-walks strewn with crumbling brick and mortar, the courts and alleys and by-paths under a magnificent water-front with it's costly docks where the fleet of a con-tinent could be berthed, piled with wreckage, some of it's churches unroofed and almost every residence in the city more or less injured. Water and wind had played havoc in the old city by the sca, had laid waste some of it's pleasantest places and "desolation sadden all her

It began in the wee small hours of the dawn, and while the fierce gale was still howling through the town, threatening almost total annihilation along the by-ways and on the thoroughfares, you could see the hewers of wood, the African-American citizen of Charleston, true rican-American citizen of Charleston, the to the instinct of his race, armed with big and little hatchets, clearing away the debris with a provident eye for extra firewood. A few minutes later, away up Ving street, you saw a battallion of King street you saw a battallion of stalwart workmen, armed with axes saws, picks and spades working their way down the streets, close in their rear following one of the familiar but inde-spensable bob-tails of the street rallway on the march from Line street to the battery, and as they progressed southward almost in the teeth of the gale,a hedge of evergreens arose on each side of the roadway and the street car. The first step toward a return from chaos to civilization is once more in evidence. rough estimate of losses places it at something over a million dollars. There are no lights in the city, both gas and electricity having given out, and there has been no railroad communication south of us. The total loss of life is six

## SAD TALES OF CARNAGE.

Further Reports of the Deadly Cyclone's Work in South Carolina.

COLUMBIA, S. C., August 30th-The storm of Sunday night and Monday orning was one of the flercest that has ever swept over South Carolina. Wires are down in every direction and details are hard to get at. The damage was general, extending over the entire state, the severest in the southeastern angle and the least severe in the northwestern an-The damage at Beaufort and Port Royal and the neighboring low islands skirting the Atlantic coast was frightful, if reports are accurate. Rice fields along Savannah and its affluent streams were tern up by the wild winds and waters. Water driven in Atlantic and tides unprecedentedly high in some places eighteen feet above mean high water mark. Much rice cut and stacked was swept away, and uncut rice suffered scriously. Sea island cotton farms were terribly washed up. One hundred lives reported lost.

One Hundred Lives Reported Lost.

Indefinite reports received from Port Royal and Beaufort make it appear that the storm did greater damage there and in that vicinity than elsewhers. One report is to the effect that 100 lives were lost at those two places and along the Atlantic coast intervening. Most of the loss was among the negroes, who became frightened and in their panic stayed in heir homes too long to make their escape. No message can be gotten from Port Roya or Beaufort. The storm continued for about the same time all over the State and the only difference was in the damage at each point.
The damage at Charleston was fully as

great es from the terrible cyclone of 1885. The News and Courier estimates the losses in Charleston as follows: City property, \$100,000; fertilizer works, \$173,-\$500; Charleston Mining Company, \$50,600; Railroads, \$30,000; Telephone exchange, \$000. Telephone exchange, \$8,000; Telegraph companies, \$30,000; Lead works, \$12,000; wharves, \$250,000; shipping, \$6,000; Ashley river bridge, \$60,000; churches, 50,000; Private property, \$200,000; passellaneous, \$100,000. Total, \$1,131,500.

The experience of 1885 taught Charles-tonians a lesson and over \$1,000,000cyclone insurance was held there. This will greatly off-set the damages.

Six persons were killed and two injured

at Charleston and others are missing. Rattlesnake Shoals Light ship is completely wrecked. The crew escaped. The Seminole and Yemassee steamers of the Clyde line, are both over due at Charleston and great anxiety is felt. The Brit-ish steamer Astoria, laden with lumber, from Pensacola for Queenstown, is derefrom Pensacola for Queenstown, is derelict. The schooner Morris W. Child, from
Brunswick with lumber was towed into
Charleston by tug. This vessel is badly
injured. This vessel reports passing
through wreckage and seeing six men in
water with life preservers on. They were
barely alive. No assistance could be
given them. The Norwegian bark Skudescaes was toved into Charleston to quarantine, badly damaged. She is from the West Indies with. the West Indies with logwood. The schooner Nettie Shipman, Jacksonville for New York, laden with lumber, is off Charleston bar with several sails blown Charleston bar with several sails blown away. All buoys marking the south chan-nel entrance to Charleston harbor are gone. All rivers in the State are over their banks and low land crops are

their banks and low land crops are ruined.

Corn looks as if logs had been rolled over it. Cotton is badly torn up. The damage to crops amounts to several hundred thousand dollars. Every town in the State suffered damage by shade trees being blown down and roofs injured.

Columbia has no telegraphic communication with the outside world. The wires exe down for forty miles at a stretch. ere down for forty miles at a stretch

## THE DAMAGE AT TYBEE ISLAND.

Details of the Great Destruction of Property by Wind and Water.

BAVANNAH, GA., Aug., 30.-Further particulars of the effect of the storm at Tybee Island are at hand. It will cost probably \$50,000 to repair the losses. The bridge over Lazaretto Creek is wrecked. The track from Lazaretto Creek Bridge to Mrs. Taylor's first house is completely wrecked. The water came up with such force that it picked the track up, and carried it as far away as 500 feet from the

road bed. The force of the water in many places ned the track upside down and twist-it into all manner of shapes, and in ed it into all manner of shapes, and in some places the ties are on top of the rails. In fact, about as much of the track is in this reversed position as otherwise. One or two foundations tell where the Estill House was. Of Peter Smith's not a board remains. C. R. Ro'bins' house is badly battered up. The Rattle Club House, it is supposed, rests on one side of Wilmington Island, at any rate it is not on Tybee. The house occupied by a man named Carroll is on it's beam ends. The Point House Depot is no more. The house of Henry Green was destroyed by Gra. The honse of Mr. Rocker is moved up toward the railroad about fifty feet. The house of Henry Green was destroyed by Gra. The honse of Mr. Rocker is moved the railroad about fifty feet. The house of Henry Green was destroyed by Gra. The honse of Mr. Rocker is moved the railroad about fifty feet. The house of Henry Green was destroyed by Gra. The honse of Mr. Rocker is moved the railroad about fifty feet. The house of Henry Green was destroyed by Gra. The honse of Mr. Rocker is moved the railroad about fifty feet. The house was destroyed by Gra. The honse of Mr. Rocker is moved the railroad about fifty feet. The house was destroyed by Gra. The honse of Mr. Rocker is moved the railroad about fifty feet. The house was destroyed by Gra. The house of Henry Green was destroyed by Gra. The house of Henry Green was destroyed by Gra. The house wa

The house of Mr. Frank Storer was treated rather queerly. The first floor was blown away, the second floor, though floated across several Tybee lots and is now sitting there. The pictures on the mantel were not even disturbed by the flight of the building. Near the North end of the Island is a gully fifty feet deep washed in the sand. The box car at the east end of the "Y" switch of the rafiroad, where Scott Bacon, his wife and two sons lived, all of whom were killed, was blown from it's trucks, and has not been found. There is not even a foundation to the house of Mr. Jno. G. Butler. Only the servants' quarters of the Knights of Pythias club house remains standing. From the Knights of Pythias Club House to the pavillion there is no raliroad at all. The cottage of Mr. Edward Lovell was destroyed. A cottage The house of Mr. Frank Storer was treatward Lovell was destroyed. A cottage owned by George Wortham next to the post-office is gone. Mr. Henry Soloman's house is turned three quarters around but appears to be sound. The residence of the house is the cound. The residence of the appears to be sound. The residence of the late Mayor Ulmer is in a bad fix. The smaller town water tank and both wind mills are gone. Ryan's and Peter Smith's houses are badly damaged. The front of Smith's house is gone. The Demartin Cottage is only slightly damaged. Capt. Blun's house' which has stood two storms is all right. The ranch is now resting on the kand hills, and is a total wreck. The the sand hills, and is a total wreck. The Atlantic Club House is damaged by the great quantities of sand which blew into it.. The Hotel Tybee is damaged but lit-tie, the pavillion being the worst damaged portions of it. The wind mill is a wreck and many windows are broken. The Chat-ham Club House is intact. Some of the houses of Chatham are damaged. The Casino is still standing. The big sand drives along the beach were swept away. The only bath houses now on the Island are those of the Atlantic Club.

are those of the Atlantic Club.

It is now estimated that the losses of the Planters will be much greater than was at first supposed. Nearly the whole crop is destroyed. The loss estimated at

The Norwegian brig Medea came into Tybee Roads to-day, having on board 18 of the crew of the British ship Netile Is at the crew of the British snip Nettle Murphy from Pensacola for Dundee, wrecked in the Gulf. No lives were lost. The Medea was from Beleze and is on her way to Hull.

Damage to Naval Stores.

The loss of naval stores by the storm is The loss of naval stores by the storm is heavy. Thousands of barrels of spirits and rosin floated from the wharves and sheds and were carried back on the low-lands. The thoops lof the barrels are bursting and the spirits running to waste. The railroads will not allow the exporters to pick out their stocks which are mixed indiscriminately. A conference was held yesterday by the naval storesmen at the board of trade, and railroad officials, with a view of getting the gituntion straightened out. Nothing was accomplished and another conference will be held. No estimate of the damage to the stock on hand is yet obtainable.

Dryfus and Rich, wholesale dealers in liquors and tobacco, have assigned. The assets which are about two thirds of the liabilities, are \$10,000, of which \$6,000 is the value of the stock and the balance in accounts. The total liabilities are \$15,715. Business in naval stores market is entirely suspended on account of the storm.

Ships Wrecked and in Distress. WILMINGTON, N. C., Aug. 20.-The three-masted schooner Carrie L. Godfrey three-masted schooner Carrie L. Godfrey of Philadelphia, Capt. Frank Somers of Somer's Point, N. J., from Charleston for Wilmington, Del., cargo acid phosphate and nitrate soda, put in at Southport this morning leaking slightly and having lost her sails. Two men, names not given, were wished overboard and decembed. The three-masted schooner Harry and Grace Reynolds of New Haven, Capt. N.

A. Mills, cargo lumber, Darien, Ga., for New York, was towed into Southport to day. She had lost her jib, foresail, mainsail, main and mizzen masts, yawi boat, forecastle and deck board. The vessel was full of water.

was full of water.

The barque Anna (Nor.), Juell, from Havre, for this port, reported off bar at Beaufort (N. C.), and leaking. All her spars are gone. She will probably prove

The barquentine Najaden, Nielson, from Tapilce, Mex., for Queenstown with logwood, lost her bowsprit, both anchors foremast and rudder. The vessel is beached near Topsail Sound, about fif-teen miles from here. She is a total loss. The captain came here to report to

News From the Kearsorge. WASHINGTON, D. C., Aug. 30.—The monitor Nantucket, in tow of the Kear-sarge, bound from New York for Wil-

mington, N. C. arrived in Hampton Roads to day. Secretary Herbert this evening received the following telegram from Fortress Monroe: Kearsarge and Nan-tucket arrived here. The heavy gale Mon-day near Hatteras parted towlines. Vessels separated during night. The ren-dezvous was appointed for Hampton Roads. The Kearsarge overtook the Nan-tucket near Cape Henry this afternoon. Both ships proceeded on to the Norfolk yard. (Signed.) Crownshield. ard. (Signed.) Crownshield.

This dispatch was sent ashore from the Kearsarge by a boat which at once returned to the Kearsarge.

The Storm in Floyd-Other News. FLOYD, Aug. 30.—Special.—The long continued drought was broken on Monday last, when a most terrific wind and rain storm visited this section, which pre-vailed for about eighteen hours with great force and fury, much damage was oby high water along the streams, and wind played havoc with the fruit and

wind played havoc with the fruit and blowing down many trees. The corn fields present the appearance of having had logs rolled over them. The Montgomery Presbytery will con-vene in this place on the 5th of September, This Presbytery embraces within its limits the cities of Lynchburg and Rosnoke, the counties of Craig, Alleghany, Glies, Botetourt, Floyd, Montgomery, Rosnoke, Bedford, Franklin, Campbell, part of Rockridge and Mercer county, W. Va., with about fifty churches

and twenty-five pastors.

Considerable excitement was created last Sunday night among the negroes in this place. Some ten or fifteen ne-groes attacked the home of a negro who had lately come here from Patrick county, with the avowed purpose of driving him from the place for the alleged reason that too many Patrick negroes were coming here to work. Rocks and pistols were freely used. The Patrick darkey held the fort, however, and succeeded in driving off his assailants, several of whom are

now in Jall charged with riot.

Rev. R. D. Haymore of Chattanooga,
Tenn., closed the meeting at the Baptist church last Sunday night. There wer three applicants for church membership.

News of Death and Carnage Confirmed. AUGUSTA, GA., Aug., 30.—News was received direct from Port Royal, S. C., last night, that 100 lives were lost in the cyclone that burst upon that town at a rate of 100 miles for hour Monday, followed by a tidal wave that almost swept the town away. The information is reliable. It is furnished by F. M. Averill, General Freight and Passenger Agent of the Charleston, Sumter and Northern Railroad, who came up from Port Royal last night. He says Port Royal is completely cut off from the out-side world. All telegraph wires are down and railroads washed away. Mr. Averili was unable to state the exact number of was unable to state the exact number of lives lost, but without over estimating he says he is certain the number will go over one hundred unfortunates killed and drowned. He saw, himself, 22 dead bodies, nearly all drowned, who were negroes. So far as reported, when Averill came away only in white

## THE DIAMOND AND TURF.

RESULTS OF THE BALL GAMES AND THE VARIOUS BACES.

The Petersburg Ball Game Defeated by the Virginias\_National League Games. Other Events.

PETERSBURG, VA., August 30 .- This afternoon the Colts administered the worst defeat to the Farmers that they have yet suffered. The game was practically one in the first inning.

Summary.-Batteries. Quarles, Leace and Keefer, Enright, Zigier and Luck. Earned runs, Petersburgs 1. Virginias 3. Home runs, Smith and Luck. Two-base hits, Tate, O'Rourke and Wells, Base hits, off Leach 5, off Quarles 6, off Enright 2, off Zigler 5. Struck out Leach 2, Quaries 4, Zigler 1. Double plays West, O'Rourke and Tate Base on balls, Quaries 1, Enright 1, Zigler 1. Umpire, Frank K. Clements.

After the game of ball a personal diffi-

After the game of ball a personal diffi-culty occurred between Mr. William Rid-dle, of this city, and Mr. M. J. O'Rourke, on the Richmond team. The parties were taken in charge by the police, but the difficulty was subsequently amicably adjusted and the two young gentlemen were released.

#### National League Ball Games,

The National League Championship ball games yesterday, resulted as follows: FIRST GAME.

At Boston: 1 0 2 1 0 0 2 6 0 - 6 11 1 3 0 0 0 0 0 0 1 1 - 5 10 3 Chicago Boston Batteries: Clausen and Kittredge; Stivetts, Quaries and Merritt.

SECOND GAME,

R. H. E. R. H. E. Chicago 0 0 0 0 1 1 0 0 x - 3 6 1 Chicago 0 0 0 0 1 1 0 0 x - 2 8 1 Batteries Gaetright and Merritt, Hutchisou and Kittredge. At New Tork:

New York 4 0 0 0 1 3 3 3 x - 14 12 3 5 1 Louis 1 0 0 1 1 4 0 0 0 - 7 8 5 Eatteries: Petty and Doyle; Gleason and New York At Brooklyn:

Brooklyn 0 3 1 2 0 0 0 2 x - 8 12 4
Louisville 2 0 0 0 0 0 0 1 0 - 3 9 2
Batter 8: Sharrott and Kinslow; Hemming and Grim.

At Philadelphia: Philadelphia 0 0 0 0 0 0 0 0 3 - 3 9 5
Pittsburg 1 0 0 1 0 3 1 1 x - 7 8 - 2
Batte les: Taylor, Weyling and Cross; Killen and Earle. At Baltimore 1 Cleveland 0 1 2 0 2 0 0 0 0 2 — 7 10 10 0 2 3 2 0 2 1 2 x — 12 11 3 McMahon and Robinson;

Batteries-Young and O'Connor. At Washington: R. H. E. Washington 0 0 0 2 0 0 8 0 0 - 5 10 5 5 5 5 5 6 9 1 Batteries: Meekin and McGuire; Parrott Washington

#### How the Clubs Stand. Won, Lost, Aver.

| 18 | Boston                      | 73  | 32  | .695 |
|----|-----------------------------|-----|-----|------|
| 18 | Pittsburg                   | 62  | 48  | .590 |
| В  | Philadelphia                | 60  | 44  | .577 |
|    | Cleveland                   |     | 44  | .577 |
| 13 | New York                    | 5.1 | +9  | .524 |
|    | Brooklyn                    |     | 11  | .510 |
|    | Cincinnati                  |     | 1.3 | .4.5 |
|    | Baltimore                   | 48  | 57  | 457  |
|    | St. Louis                   | 47  | - 8 | 448  |
|    | Louisville                  |     | 60  | 406  |
|    | Chicago                     |     | 62  | 4/9  |
| П  | Washington                  | :7  | 68  | 153  |
| 1  | Games Scheduled for To-day. |     |     |      |
| 1  | Pittsburg at Philadelph     | ia. |     |      |

Cleveland at Baltimore. Cincinnati at Washington. Louisville at Brooklyn. St Louis at New York.

## EVENTS OF THE TURF.

Results and Entries of the Races at Sheepshead Bay-Other Contests. NEW YORK, Aug., 30.-The races here

to-day resulted as follows: First race 7 fur:-Stonewall 1. Sir

Matthew 3. Time, 132. Second race, 5 fur:-Frog Dance 1, Sam Sryant 2, Black Hawk 3, Time 102 Third race mile and qr.Bell Stakes futu-

rity course:—Queen Like 11 1, Stone Nel-lie 2, Florence3. Time 112 3-5. Fourth race, The Flight Stakes, 7 fur:— Dr. Hasbrouck 1, Defargilla 2. Time 129

Fifth Face, Futurity course:—Evan atua 1, Wolcott 2, Bolero 3, True 112. Sixth race, the Turf Handicap on turf:—Versaile 1. Gloaming 2, Long Beach 3. Time 2.09 4—6.

## The Winners at Saratoga,

Saratoga, N. Y. Aug., 20 .- The races here to-day resulted: here to-day resulted:
First race, 4 furlongs:—Pansy Colt 1,
Lonsdale 2, Our Pet 3. Time 58 3-4.
Second race, 6 1-2 furlongs:—Issie O
1, Lehigh 2, Fannie Beverly 3. Time,

Third race, Declared off. Third race, Declared off.

Fourth race, The Spencer Handicap,
1 1-2 Miles:—Strathmeath 1, Charade 2,
Victorious 3. Time, 2 12 3-4.
Fifth race, 4 1-2 furlongs:—Ed Kearney

1, Miss Marie 2, Westernstar 3. Time, 100 Sixth race, The Beverwyck Steeplechase full steeplechase course:—about two miles and a quarter:—Ecarts 1, Futurity 2, Ballardt 3. Time, 6 23 1-2.
Following are the entries of the races at

Sheepshead Bay to day: First race, Futurity Course, Sweep-stakes—Sir Knight 118, Domingo 118, Longshanks 118, Patrian 118, Pop Gray 118, Trinculo 118, Harrington 115, Hartford 111, Gov. Sheenan 108, Golden Valley 108. Second race, 13-16 Miles, Reaper's Stakes—Sir Walter 130, Prince George 122, Sir Francis 122, St. Leonards 117, Orchis

107, Lady Bess 97, Third race, 51-2 furlongs, Sapphire Stakes—Armitage 128, Economist 121, Factotum 118, Ben Lomond 118, Lonzdale 118, Nahma 115, Fatality 116, Illusion 111, Tenacious 111, Rama 111, Orinda 108. Fourth race, 11-4 miles, Iwin City Handicap—Mars 112, Wildwood 112, Diablo 112, Galindo 110, Sir Walter 108, Ramapo 105,

Terrifier 104, Daily America 102, Candelabra 109, Kilkenny 97.

Fifth race, Futurity Course, Match 1510,000 a side, \$2,500 Forfeit. The Club \$2,500 added—Domino 118, Taral up, Dobbins 118, Sims up.

Sixth race, Futurity Course, Selling— Tom Harding 114, Addie 107, Hammie 106, Lorimer 101, Arab 101, Sir Arthur 24, Shadow 92, Hiram 87.

Seventh race, 7-8 mile, Handicap, on turf—Gloaming 128, Addle 120, Equity 120, Soundmore 120. Sarah Ramey 115, Integrity 106, Centella 100, Ada Biue 100.

## PERSONAL AND GENERAL.

Interesting Facts About Richmond's Citizens and Other Facts.

Mr. Seymour A. Straus left last night for the World's Fair. Mr. Willie Garber is out again after a

slight attack of malaria. Mrs. William Christian, who has been quite sick, is convalescing

Miss Elise Strother is visitig her father, Col. A. S. Buford. Mrs. Fell Reams is very sick at her home on Nicholson street.

Mr. James T. Grubbs is building a brick residence on Nicholson street. Mrs. Blankinship, of Curl's Neck, is visiting Mrs. Riddle, on State street.

Rev. Dr. Hoge has returned home. He has preached every Sunday this summer. Mrs. C. C. Rice has returned to the city after an extended trip to friends in Gates county, N. C.

There will be a lecture at Fulton Bap-tist church next week for the benefit of the new church.

Mrs. Harry Lee Hyndman and son, of Cincinnati, are visiting her mother, Mrs. Meade of 2111 East Broad St.

The presiding elder, Rev. Dr. Paul Whitehead, preached at Denny street Methodist church last evening.

The clerk of the Hustings Court issued a marriage license yesterday to Churchill Alexander and Bettie T. Mills.

Mr. Harvey Bartle, of Philadelphia, is in the city en route to Fluvanna couty, where he will spend a few days. Dr. Harbaugh's horse ambulance was summoned to Mr. McDonough's stable yesterday to convey a rick horse to the Infirmary.

Col. J. R. Miller, of Pulaski, who is spoken of for the Prohibition nomina-tion for Governor, will visit Richmond next week. Governor McKinney has notified Mr. McLeod, his private secretary, that he

will return from Blue Ridge to this city next Friday. The special term of the Chancery Court has adjourned, and the court is now closed until the first Monday in

October next. Mr. John A. Whitman, who died Sun day morning at 5 A. M., at his residence on Fulton Hill, leaves a widow and sev-

eral children. Mrs. John H. Reach and Miss Leather Carter have returned from King and Queen county, where they have been visiting friends.

The north bound passenger train on the Richmond, Fredericksburg and Potomac Railroad was stalled in the tunnel last evening and was delayed until another locomotive came to its assistance. The rumour that the train had run off the track in the tungel was circulated and a large crowd quickly gathered.

#### IN MEMORIAM.

The sudden death of Leigh L. Smith, on the evening of August leth, at his residence, 900 E. Leigh St., this city, was a shock to his family and friends. The death of one whose heart was so full of noble and manly sentiments, so responsive to the least touch of human-sympathy, so prote to throw the mantel of charity over the fallings of of charity over the fallings of others and who enshrined in his warmest, pur-est affections a devoted mother and loving est affections a devoted mother and loving sister, deserves more than a passing notice. In business, straightforward, honest and courteous. In the sacred precincts of home, tender and affectionate—at once the idol of his mother and the ideal of devoted sisters; across whose pathway another deep shadow has fallen. High was his enception of life. Lofty High was his conception of life. Lofty his ambition to attain it. Only one per-fect man ever walked on earth—the Christ. And He alone heard the midhight prayers and cries that pierced the heavens, and the heroic battles fought, by my friend to attain this higher life. Heaven alone witnessed the storms that swept over his sensitive soul; the billows that surged against his gentle spirit. He who, in his struggles for a noble iffe, grasps all of his weakneses by the throat, summons all of his power and lays under contribution every faculty and all the energies of his toul, stands before us, energies of his tout, stands before us, a hero. But it was in his own quiet, sweet home, the object or a mother's tender solisitude, with four young ani affectionate hearts clinging to his, that his manly theart, already bridsed by disease, emit-ted its sweetest fragrance. Adown the aisles of the shadowy past there comes floating to me a note from Old Judah's harp, as the fingers of Israel's prophet touched its chords: "Like as a father pitieth his children, so the Lord pittieth them that fear him."-Psalms citi-13 Higher, broader and deeper than any earthly, love, and sweping onward far beyond the hig est peak of Old or New Testament thought, and crystalized in unapproachand crystalized in unapproach-able and solitary grandeur, is the Fa-ther's love in the gift of his son, in the expression: "Ht gave himself a ransom for all"-for all.

The sumer rose the sun has flushed With crimson glory may be sweet; 'Tis sweeter when its leaves are crushed

The rose that waves upon its tree In life sheds its perfumes all around; More sweet the fragrance floats to me

The waving rose with every breath Scents, carelessly, the summer air, The wounded rose bleeds forth in death, A sweetnes far more rich and rare.

And yet a truth that all may read, It is with roses as with men— The sweetest hearts are those that

The flower which Bethlehem saw bloom Beneath the virgin mother's face, Gave not the fulness of perfume Until the Cross became its vase.

N THE CHANCERY COURT OF THE CITY OF RICHMOND ames B. Elam, George F. Burch, Frank Miller and the Peter Stumpf Brewing Company, a corporation organized under the laws of the State of Virginia, who sue on behalf of themselves and such other lien creditors of C. C. Mitchell who may come into this suit and pay their preportion of the costs thereof,

Mitchell, J. P. Dashiell, trustee S. G. Wallace, trustee; Edmund Waddill, Jr., trustee; A. J. Chewning, trustee; E. S. Rose, trustee; N. W. Bowe, trustee, and the holders of the several negotiable notes secured by deeds of trust to the said trustees. Defendants. (Extract from decree of August 18, 1883.)

And the court doth further adjudge, order and decree that this cause be referred to one of the Commissioners of this court to inquire into and

"First. Of what real estate the defendant, C. C. Mitchell, deceased, was pos-sessed and the annual and fee simple

value of the same.

"Second. The liens upon the said real estate, with their amounts and the order of their priorities.

"Third. Whether the rents and profits

"Third. Whether the rents and profits from said real estate will satisfy and discharge the plaintiff's debts and other liens thereon in five years.

Fourth. An account of the transactions of the defendant, W. A. Mitchell as administrator of the late C. C. Mitchell.

"Fifth. An account of all debts and demands against the estate of the said C. Mitchell, with their respective priori-

mands against the estate of the said C. C. Mitchell, with their respective priorities and dignities, if any.

"Sixth. An account showing who are the next of kin and heirs at law and distributees of the said C. C. Mitchell.

"Which accounts the said commissioner will take, state and settle and make report thereof, to this court, together with

any other matter deemed pertinent by himself or required by any party inter-ested to be specially stated. And the said commissioner will give due notice of the time and place of taking the

notice of the time and place of taking the said accounts and making the said enquirles by publication once a week for four successive weeks in one of the newspapers published in the City of Richmond, which publication shail be equivalent to personal service of notice on all parties in interest, except the defendant, W. A. Mitchell, administrator of C. C. Mitchell, upon whom personal service of notice shall be had."

Office of Commissioner Wm. M. Turpin, No. 11 Shafer bld., Richmond, Va. August 31st 1853.

No. 11 Shafer bld., Richmond, Va. August 31st, 1893.

To all parties in interest:
Take notice that I have fixed my office aforesaid as the place, and September 20, 1893, at the hour of 10 a. m., as the time for executing the foregoing decree, when and where you may attend, if you think proper to do so.

Given under my hand this 31st day of August, 1893. Wm. W. Turpin, Com. Smith & Moncure, Soi Cuthins, Ed Waddill, In. Harvey Willson, counsel.

RAILROADS

# Na. W Horfolk: Western R

SCHEDULE IN EFFECT AUG. 23, 1893. LEAVE RICHMOND (DAILY), BYRD-STREET STATION. STREET AND NORFOLE 9:00 A. M., RICHMOND AND NORFOLK VESTIBULED LIMITED.

2:00 A. M., RICHMOND AND NORFOLK
VESTIBULED LIMITED.
Arrive Norfolk 11:25 A. M.,
Stops only at Fetersburg,
Waverly and Suffolk.

9:00 A. M., THE CHICAGO EXCRESS
for Lynchburg, Roanoke,
Bluefield, Pocanontas, Kenova,
Columbus and Chicago, Pullman Buffet Sleeper Norfolk
to Chicago, without change,
to Chicago, W

Memphis via Knoxville and Chattanooga, and through coach from Richmond to Lynchburg.

3:19 P. M., For Suffolk, Norfolk and intermediate stations, arrives at Norfolk at 6:20 P. M.

5:30 P. M., Arrives at Norfolk at 9:00 P. M.

11:50 P.M. For Roanoke, Radford, Pulaski and Bristol. Connects at Roanoke 7:25 A. M. with Washington and Chattanooga Limited, Pulliman Sleepers Roanoke to Nashville, Memphis and New Orleans. Dining Car attached. Also for Bluefield. Pocahontas, Elkhorrn and stations on Clinch Valley division. Also for Louisville and stations on L. and N. railroad via Norton. Also for Rocky Mount and all stations on Winston-Salem division. Pullman pa ace sleeper between Richmond and Lynchburg. Berths ready for occupancy at 9:00 P. M. Also Fullman sleeper

Trains arrive Richmond from Lynchburg and the West daily at 8:35 A. M.

2:20 P. M. and 7:35 P. M., from Norfolk and the East at 10:45 A. M., 2:20 P. M. and 7:35 P. M., from Norfolk and the East at 10:45 A. M., 2:20 P. M. and 7:35 P. M., from Norfolk and VESTIBULED LIMITED 7:90 P. M. And VESTIBULED LIMITED 7:90 P. M. And VESTIBULED LIMITED 7:90 P. M. And Passenger Agent. W. B. BEVILL. General Passenger Agent.

General Passenger Agent.

General Passenger Agent.

General Passenger Agent.

RICHMOND, FREDERICKSBURG AND PHTOMAC RAILROAD Sche-dule commencing JULY 2, 1893—castdule commencing JULY 2, 1893—east-ern standard time. 7:45 A. M., Leaves Byrd-street station

ern standard time.
7:45 A. M. Leaves Byrd-street station daily except Sunday. Arrives at Washington at 12:01 P. M.; Baltimore, 1:17 P. M.; Philadelphia, 3:47 P. M.; New York, 6:30 P. M.
12:00 M., Leaves Byrd-street station daily. Stops only at Ashinard, Doswell, Milford, Fredericksburg, Brooke and Widewater. Arrives at Washington at 3:40 P. M.; Baltimore, 5:24 P. M.; Philadelphia, 7:49 P. M.; New York, 19:35 P. M. Also connects at Washington with 3:45 P. M. daily train, arriving Baltimore 4:39 P. M. and Philadelphia 6:46 P. M., and Philadelphia 6:46 P. M., and Philadelphia 6:46 P. M., and Pennsylvania railroad Dining Cars), leaving dally at 4:00 P. M., arriving Baltimore 4:34 P. M. and New York 905 P. M.
7:15 P. M., Leaves Byrd-street station daily. Sleeper Richmond to New York and Washington to Philadelphia, Stops only at Ashiand, Doswell, Milford, Fredericksburg, Brooke and Widewater. Stops at other stations on Sundays. Arrives at Washington at 11:50 P. M.; Baltimore, 12:53 A. M.; Philadelphia, Stops only at Widewater. Stops at Other stations on Sundays. Arrives at Byrd-street station daily. Sleeper from New York, Stops only at Widewater, Erooke, Fredericksburg, Milford, Doswell and Ashiand, Stops at other station on Sundays. Leaves Washington at 4:30 A. M.
2:38 P. M., Arrives Byrd-street station daily. Stops at Widewater, Brooke, Fredericksburg, Milford, Doswell and Ashiand, Leaves Washington at 1:57 A. M.
7:15 P. M., Arrives Byrd-street station daily. Stops and Fredericksburg, Milford, Doswell and Ashiand, Leaves Washington at 1:57 A. M.
7:15 P. M., Arrives Byrd-street station daily. Stops and Fredericksburg, Milford, Doswell and Ashiand, Leaves Washington at 1:57 A. M.
7:15 P. M., Arrives Byrd-street station daily. Stops only at Fredericksburg, Milford, Doswell and Ashiand, Leaves Washington at 1:57 A. M.

7:15 P. M., Arrives Syrd-street station daily. Stops only at Fredericksburg, Milford, Doswell and Ashland, Pullman Cars from New York and Washington, Leaves Washington 3:46 P. M. Does not stop

at Elba.

11:20 P. M., Arrives at Byrd-street sta-FREDERICKSBURG ACCOMMODA-

DAILY EXCELT SUNDAY.

4:00 P. M., Leaves Byrd-street station;
arriving Fredericksburg at arriving Fredericksburg at 8:33 A. M., Arrives at Byrd-street sta-tion; leaves Fredericksburg at 6:05 A. M.

tion: leaves Fredericksburg at 6:05 A. M.
ASHLAND TRAINS.
DAILY EXCEPT SUNDAY.
6:48 A. M., Leaves Elba; arrives at Ashland at 7:32 A. M.
6:20 P. M., Leaves Elba; arrives at Ashland at 7:07 P. M.
6:45 A. M., Arrives at Elba; leaves Ashland at 6:05 A. M.
6:04 P. M., Arrives at Elba; leaves Ashland at 5:18 P. M.
C. A. TAYLOR. Traffic Manager.

C. A. TAYLOR, Traffic Manager.
E. T. D. MYERS,
General Superintendent.



SHORTEST AND QUICKEST ROUTE
SOUTH AND SOUTHWEST.
SCHEDULE IN EFFECT AUG. 13, 1893.

LEAVE RICHMOND:

SOUTHERN EXPRESS, daily for Danville, Greensbero, Winston-Salem. Connects at Danville with the Washington
and Southwestern Vestibuled Limited;
at Salisbury for Asheville, Hot Springs;
at Chariotte for Columbia, Aiken, Augusta, Atlanta, Birmingham, Montgomery, New Orleans, Texas and California,
Pullman Falace Siceping Car Richmond
to Danville and Danville to Ashevile and
Hot Springs; aso Danille to Atlanta.

TRAIN No. 35, 1240 P. M.

FAST MAIL, daily, for all points South
and Southwest. Connects at Moseley
with Farmville and Powhatan railroad;
Keysville for Clarksville, Oxford and
Keysville for Clarksville, Oxford and
Expressive to Clarksville, Oxford and
Mortham. Connects at Danville with
Pullman Sleeper for Augusta and Atlanta;
at Greensboro for Durham, Raleigh, &c.

TRAIN No. 17, 6:00 P. M.

MELIA ACCOMODATION, daily except Sunday for Amelia Courthouse
and intermedir te points.

ARRIVE AT RICHMOND.

Train No. 28, 7:00 A. M.; No. 36, 1:08
P. M.; No. 18, 8:45 A. M.

YORK RIVER LINE VIA WEST POINT

THE FAVORITE ROUTE TO BALTIMORE. PHILADELPHIA AND
NEW YORY.

LEAVE RICHMOND:
TRAIN No. 10, 3:10 P. M.

LOCAL EXPRESS, daily except Suntor Manor connects with stage for Walkerton; also connects with Baltimore eteamer at West Point daily except Sunday. day. TRAIN No. 16, 4:45 P. M.

BALTIMORE LIMITED, daily except Sundays for West Point, connecting with York River steamer daily except Sundays for Baltimore. At Baltimore steamers connect with Baltimore and Ohio railroad for Washington, Philodelphia and New York.

STEAMERS LEAVE BALTIMORE 5 P.M. STEAMERS LEAVE BALTIMORE 5 P.M. TOR WEST POINT, daily except Sunday, thence by Richmond and Danville railroad to Richmond, arriving at 9:05 A. M., 10:40 A. M., and 8:15 P. M. I. OCAL MIXED, daily except Sunday; leaves Twenty-third street statton for West Point and intermediate points.

S UNDAY EXCURSION TRAIN for West Point leaves at 9:30 A. M.
Ticket office at station foot of Virginia street open 8:00 A. M. to 6:00 P. M and from 9:00 to 12:50 A. M.
City ticket office, 901 Main street.
SOL. HAAS.
Traffic Manager.
W. H. GREEN, General Manager.
J. S. B. THOMPSON, Superintendent.
J. S. POTTS, Passenger Agent,
919 Main street, Richmond.

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ATLAW,
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courts in Richmond. Deeds and Wills carefully prepared. Acknowledgments and depositions taken. Collections promptly made
and remitted.

RAILROADS.

S EABOARD AIR-LINE.

SCHEDULE IN EFFECT SUNDAY, JULY 2, 1893. S. A. L. | No. \*23 | No. \*27 Richmond.... | 9:15 A. M. | 3:10 P. M. Petersburg... | 19:00 A. M. | 3:43 P. M. Petersburg... | 19:00 A. M. | 3:43 P. M.

Lv. Petersburg.
Union Station. 19:00 A. M. 3:43 P. M.
Lv. Petersburg.
Washington St. 10:10 A. M. 3:51 P. M.
Lv. Weldon. 12:15 P. M. 5:35 P. M.
Ar. Henderson. D. 2:15 P. M. 6:50 P. M.
Ar. Raleigh. S. 4:15 P. M. 8:30 P. M.
Ar. Southern Pines. 0:54 P. M. 10:98 P. M.
Ar. Southern Pines. 0:54 P. M. 10:98 P. M.
Ar. Hamlet. 7:50 P. M. 10:55 P. M.
Ar. Wadesboro. 1:24 A. M. 11:49 P. M.
Ar. Monroe. 3:45 A. M. 12:40 A. M.
Ar. Charlotte. 5:00 A. M. 12:50 A. M. Lv. Monroe. 10:15 A. M. 12:50 A. M. Lv. Chester. 11:45 A. M. 2:00 A. M. Lv. Clinton. D. 1:45 P. M. 3:14 A. M. Lv. Greenwood. 2:41 P. M. 3:57 A. M. Lv. Abbeville. 3:00 P. M. 4:21 A. M. Lv. Elberton. 4:3 P. M. 5:19 A. M. Lv. Athens. 5:16 P. M. 6:18 A. M. Ar. Atlanta. 6: P. M. 7:30 A. M.

Traffic Manager. Passenger H. M. BOYKIN, City Pass. Agent.



SCENIC ROUTE,

TRAINS LEAVE RICHMOND.
BROAD-STREET STATION.
A. M., Daily with Pullman for local stations, Newport News, Old Point, Norfolk and Ports-3:00 P. M., Daily, with Pullman, for Local

Stations, Newport News, Old Point, Norfolk and Ports-6:45 A. M., Local train, except Sunday, for Ronceverte, cornects at Gordonsville for Washington, at Virginia Midland Junction for Lynchburg and at Staun-ton for Winchester.

2.00 P. M., World's r'air Special daily, with Pullman for Chicago, Vestibuled Coaches for Cin-cinnati and chair car for Ronceverte. Also coaches on Nos. 1 and 7 for Goshen and local staffons. Meals served lo not run on Sundays. 5:30 P. M., Local train, except Sunday, accommodation for Charlottes-

ville.

10:00 P. M., Dally for Cincinnati and ChiF. F. V. cago, with Pullman for Cincinrati and Louisville and
Dining Car Clifton Forge to
Cincinnati. Connects at Covington (Va.) for Virginia Hot
Springs daily. Meals served
on Dining Cars.

TRAINS LEAVE EIGHTH-STREET
STATION.

10:00 A. M. Dally with Parlot Car for

9:00 A. M., Dally, with Parlor Car, for Lynchburg, Lexington, Va. and Clifton Forge, Connects (except Sunday) for Rosney, and Craig City 4:30 P. M., Except Sunday. Local accommodation for Columbia, Va. On Saturdays this train runs

TRAINS ARRUYE AT RICHMOND.
BROAD-STREET STATION.
8:15 A. M. Daily from Cincinnati.
1:30 P.M., Daily from Norfolk and Old 2:00 P. M., Daily from Cincinnati and Leuisville.

7:30 P. M., Daily from Norfolk and Old 7:45 P. M., Except Sunday from Ronce-

6:10 P. M., Daily from Lynchburg and Clifton Forge, JOHN D. POTTS, Division Passenger Agent.

A TLANTIC COAST LINE. RICHMOND AND PETERSBURG RAIL-ROAD TIME TABLE. Commencing Friday, Sept. 1st., 1893, at 12:01 a. m., trains on this road will

run as follows: TRAINS SOUTHWARD.

TRAINS NORTHWARD. | Leave | Arrive | No. Petersb'rg| Richmond | 14- \*2:43 A.M. 3:40 A.M.Fast Mail. 32- \*7:40 A.M. 8:35 A.M. Accommoda'n 34- \*10:00 A.M. 10:45 A.M. Norfolk Train 134- \*11:07 A.M. 11:45 A.M. Atlanta Spe'al

38 1:38 P.M. 2:20 P.M. N. and W. Con. 78 5:56 P.M. 6:50 P.M. Through Train 46-\*6:20 P.M. 7:00 P.M. Norfolk SpectT 42-\*8:45 P.M. 7:32 P.M. Accommoda n 8:30 A.M. 9:35 A.M. Sun. Accom. 6:55 P.M. 7:57 P.M. Sun. Accom. Daily.
BTOPPING PLACES.

Nos. 14, 45, 46 and 35 make no stops.

Nos. 14, 45, 46 and 35 make no stops.

Nos. 27 and 134 stop at Beifield and Stoney Creek on signal. Nos. 23, 34, 28, 39, 43 and 18 stop on signal at Manchester. Drewry's, Centralia and Chester. Nos. 32, 51, 37, 42, 33, 44, 47 and 48 will stop on signal at all stations. Nos. 23 and 78 run via Wilmington, N. C. Nos. 14 and 35 via Wilson short cut to all points in North and Southwest.

Pullman Palace Buffet Sleeping Cars on all through trains. On trains Nos. 37 and 32 sleeping cars between Richtaond and Lynchburg, Va.

NEW LINE TO ATLANTA, GA.

Leave Richmond 3:10 P. M. daily: arriving Weldon 5:28, P. M., and at Atlanta 7:30 A. M. via S. A. L. Through sleepers Richmond to Atlanta.

THE ONLY ALL RAIL LINE TO NOR-THE ONLY ALL-RAIL LINE TO NORLeave FOLK. Arrive.
Pichmond. 95:00 A.M. Norfolk. 11:25 A.M. Rehmond. 95:00 P.M. Norfolk. 12:20 P.M. Norfolk. ... 92:00 P.M. Norfolk. ... 92:00 P.M. Norfolk. ... 92:00 P.M. Richmond. 7:00 P.M. Richmond. 7:00 P.M. The trains leaving Richmond at 9:00 A.M. and Norfolk at 4:00 P.M. are solid trains between those two points, and passengers go through without change of cars. Close connections are also made at Petersburg by the 5:30 P.M. and 3:10 P.M. trains from Richmond to Norfolk. Trains leaving Richmond at 9:00 A.M., 12:15 P.M. and 11:50 P.M., and arriving at Richmond at 8:35 A.M., 2:20 P.M. and 7:32 P.M., make close connections at Petersburg to and from Farmville, Lynchburg and West.

R.M. SULLY, Superintendent.

Burg and West.

R. M. SULLY,
Superintendent.
E. T. D. MYERS,
General Superintendent.
T. M. EMERSON, Traffic Manager.

THOMAS BRANCH & CO., BANKERS AND BROKERS 1101 MAIN STREET.

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OLD DOMINION STEAMSHIP COMSEMI-WEEKLY LINE FOR NEW
YORK.
Steamers leave Richmond
every TUESDAY and FRIDAY at 5 P. M. Manifest
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Steamers leave New York
(from Pier 26, North river)
for Richmond EVERY
WEDNESDAY and SATUR.
MONDAY and FRIDAY MORNINGS.
Passenger accommodations unanypassed.
Cabir fare to New York (including meals and berth) via James
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STEAMBOATS.

Ing meals and berth) via James river route. Round-trio tickets, limited to thirty days after date of issue. Steerage fare, with subsistence. Steerage fare, without subsistence. Cabin fare via Chesapeake and Ohio railway and Richmond and Fetersburg railroad, tickets limited to four days.

ocketts. Freight received daily until 5 P. M. Proight received daily until a P. M.
Passengers leaving Richmond on MON.
DAYS. WEDNESDAYS. THUESDAYS
and SATURDAYS by the Chesapeake and
Ohio railway (via Newport News) at 3
P. M. and by Richmond and Petersburg
railroad same days, at 3:10 P. M. will
make connection at Norfolk with steamare leaving those days.

ers leaving those days.

OEORGE W. ALLEN & CO. Agents.
No. 1301 Main street ar

fy10tf Company's Wharf. Rosle

VIRGINIA NAVIGATION COMPANYS JAMES RIVER LINE to port News, Claremont and landings. Connections: At Norfolk for Hampton and Va., Washington, D. C., Ball depillat and New York, and depillat and New York, and depillation, Dutch Gap and war is less than half charged by Portsmouth, Old Point as \$1.75, \$1.50 and \$1.00. \$1.75, \$1.50 and \$1.00. Steamer hontas leaves Richmond every DAY, WEDNESSIAY and Fifth

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Received on Deposit and Interest Allowed

Open daily till 3 P. M.; Saturday till 6

TRAINS ARRIVE EICHTH-STREET
STATION.
8:45 A. M., Except Sunday from Columbia, on Mondays from GladJohn L. Williams & Sons

SUY AND HELL EXCHANGE ON FOREIGN COUNTRIES We are prepared to purchase outright entire new instead of STATS, MUNICIPAL and RAILROAD BONDS, or to Magotlate the same on Countrision.

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P HILADELPHIA, RICHMOND AND NORFOLK STEAMSHIP COMPANY. Appointed sailing days every TUES. DAY and FRIDAY at 1 P. M. and every SUNDAY at 5 A. M. Freight for Tuesday's and Friday's steamers received until sailing hours. For Sunday's steamer till 5 P. M. Saturday. Freight received daily till 5 P. M.

For further information apply to
J. W. M. CARRICK,
General Southern Agent,
Office, Rocketts,
W. P. CLYDE & CO.

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